

1,175-gallon fuel oil UST was located four feet from the north side of then-called Building 44. Additionally, one 1,000-gallon fuel oil UST was located in the roadway on the south side of Building 29.

In April and May 1996, soil samples were obtained at the noted location of the 10,000-gallon diesel UST and 1,175-gallon fuel oil UST from a maximum depth of 25 feet bsg. Laboratory results revealed no detectable concentrations of petroleum hydrocarbons. No information was found during the course of this investigation regarding the actual removal of the 10,000-gallon and 1,175-gallon USTs. In addition, no information was found regarding the 1,000-gallon fuel oil UST located in the roadway on the south side of Building 29. However, it should be noted that the 1,000-gallon fuel oil UST appears to have been located over 400 feet south of the current boundaries of the subject site.

Building 57

Building 57 was a 12,872 square foot structure built between 1945 and 1956. Former activities consisted of aircraft parts storage. MDAC personnel have indicated that this former building was always used for storage and had no history of manufacturing activities.

Building 58

Building 58 was a steel frame lean-to type building with three walls and a roof. This area was used for motor vehicle storage and maintenance operations. Significant oil staining of the surface in this area was observed in 1995/1996 during a Phase I ESA site reconnaissance. No remedial activities appear to have been conducted in the area of the former Building 58.

Building 67

Building 67 was a 113,433 square foot building used for aircraft parts finishing processes and inspection. This building was constructed in 1968. According to information, a containment pit, located in the southeast corner of the building, formerly housed an electronic discharge machine which used high voltage electricity and dielectric oils to remove machine burrs from aircraft parts. The containment pit was approximately 10 feet wide, 25 feet long, and 10 feet deep.

Additionally, a room was located in the central west section of the building and housed a parts treatment process line consisting of five dip tanks used for metal plating and a large solvent degreasing bath tank. The five dip tanks were aligned within a concrete secondary containment area. In addition, the dip tanks contained rinse solutions and treatment baths such as sodium chromate and sulfuric acid. The solvent degreasing bath tank was located in a concrete pit. MDAC documents indicate that the